

### **AMENDMENTS TO THE SPECIFICATION**

**I.** *Please replace the following paragraph beginning on page 1, line 16, with the following amended paragraph:*

Thus, and within these known techniques, there exist among others, supports based on mixed ~~aluminium~~aluminum and plastic structures which constitute two lateral guide rails, the great majority implemented by profiles in extruded ~~aluminium~~aluminum, and a front crosspiece, generally of injected plastic, in which are incorporated the motor, a baffle, the guiding channels of the tow element, and the drip rails.

**II.** *Please replace the following paragraph beginning on page 1, line 22, with the following amended paragraph:*

Other types of supports for sunroofs are also known which are configured from a single piece of extruded ~~aluminium~~aluminum, which is bent until the form of the structure is achieved, in which and subsequently the different pieces are installed just as in the previous case.

**III.** *Please replace the following paragraph beginning on page 6, line 25, with the following amended paragraph:*

With regard to FIG. 1, the U-shaped support is pointed out, with its two longitudinal elements (2) and ~~the~~a front element (1), together with a reinforcing crosspiece (3), constituting a single unit.

**IV.** *Please replace the following paragraph beginning on page 6, line 29, with the following amended paragraph:*

In the longitudinal elements (2) ~~the~~the anchorages (4), ~~the~~the channels (10) for ~~the~~a tow element, and ~~the~~a slide are appreciated, as well as ~~the~~the channels (6) for the tow element excess in the event, and the drip rail (12). The inner longitudinal side (24) is that which includes the guides for the slide and for the guidance of the moveable panel, as well as the housing for the joint.

**V.** *Please replace the following paragraph beginning on page 6, line 35, with the following amended paragraph:*

In the front part (1) the channels (10 and 6) are also appreciated for the tow element and tow element excess ~~(6)~~ similar to those corresponding in the longitudinal elements, the drip rail (12) and the area prepared for the seating (22) of the motor.

**VI.** *Please replace the following paragraph beginning on page 7, line 5, with the following amended paragraph:*

In FIG. 2, the specific geometry is observed of the tow element channels (10) and of the tow element excess channel (6). The alternate combination can thus be appreciated of the semi-cylindrical areas (5), downwardly convex, separated regularly by gaps (11), and in opposition ~~the~~ cylindrical upwardly convex areas (9) which cover an angle of 90 degrees and are upwardly convex, being located ~~in the vertical of~~ above the gaps (11).

**VII.** *Please replace the following paragraph beginning on page 7, line 12, with the following amended paragraph:*

This combination configures a circular interior gap having ~~the~~ open spaces which offer the 90-degree segments, making possible the passage of the tow element and reception and guidance of the corresponding end of the slide, which end is linked with the circular slide itself through the opening of the areas (9) with respect to the body of the support.

**VIII.** *Please replace the following paragraph beginning on page 7, line 18, with the following amended paragraph:*

On the other hand, the channel (6) for the tow element, when it does not include the slide is defined by upper (7) and lower (8) cylindrical areas displaced one with respect to the others and ~~confronting opposite~~ to configure a circular gap.

IX. *Please replace the following paragraph beginning on page 7, line 26, with the following amended paragraph:*

In this same FIG. 3, the seat area (25, 25') for the slide is pointed out, above the mounting of the ~~guiding channel of the tow element~~ channel (10). The elements are observed for the anchorages (4) as well as the drainage surfaces.

X. *Please replace the following paragraph beginning on page 7, line 30, with the following amended paragraph:*

On the lower part of the slide (16), the links (23) of the same are appreciated with the cylindrical end (13) which will be lodged in the channel (10). On this end (13), the tow element is connected for transmission of the force moving the slide, and the links (23) can run freely thanks to the openings availed by the ~~90-degree arched projections~~ cylindrical upwardly convex areas (9) of the longitudinal elements.

XI. *Please replace the following paragraph beginning on page 8, line 1, with the following amended paragraph:*

The slide (16) shows ~~the bent projection~~ a flange bent back on itself (18) whose end is inserted in ~~the corresponding guide~~ a recess (19) for guidance in the longitudinal elements, ~~the guide~~ a recess (20) for guidance, being represented underneath, for the moveable ~~trim panel~~ or curtains and ~~the guide~~ a third recess (21) for securing of a joint which finishes edges of a trim and of a window top assembly thereupon of the joint which clasps the roof trim and the support.

XII. *Please replace the following paragraph beginning on page 8, line 6, with the following amended paragraph:*

Adjacent to the position of the slide (16) and to the left according to this FIG. 3, the drip rail (12) is seen and the surface area for the various anchorages (4), which gives passage to the

guiding channel (6) of the tow element excess, defined by the two semi-cylindrical areas (7, 8), alternate and in ~~confronting~~ opposite position.

**XII.** *Please replace the following paragraph beginning on page 8, line 18, with the following amended paragraph:*

From FIG. 4 the specific geometry of the tow element channels is observed, with the downwardly convex lower semi-cylinder (29), the opposite arches (27), upwardly convex which define the upper face of the channel of the tow element, and the gaps (28) of the lower semi-cylinder (29) which allow the injection of the upper arches (27), as the top view of the gaps (28) coincide with the top view of the inner faces of said opposite arches.